

To: Peronard, Paul[Peronard.Paul@epa.gov]
From: Robinson, David
Sent: Fri 8/1/2014 6:04:43 PM
Subject: Daily reports and current site issues
[removed.txt](#)
[START - Daily Report-20140729.xls](#)
[START - Daily Report-20140730.xls](#)
[START - Daily Report-20140731.xls](#)
[WaterSamplesnorthofrailroad.xlsx](#)
[WaterSamplessouthofrailroad.xlsx](#)

Paul:

I've attached the daily reports for the last three days. Things are going pretty well, although based on discussions late yesterday and this morning, a couple of things:

- CTEH would like approval to reduce the number of daily surface water lab samples from 4 to 1 in the ditch section between Broadway and the RR tracks. This would seem to be reasonable given the data they have gotten back so far. I would suggest that the one point sampled should be in the north half of that section since that is where the most impact was.
- CTEH would like to add BOD5 and COD analyses to the list of parameters for the surface water samples. I think this is reasonable and will give us some idea about the major cause of the low DO – chemical or biological.
- CTEH would like to reduce the analytical reporting to only include the analytes that have been detected to date in the surface water samples, mostly individual analytes in the 8260 and 8270 list. I'm not sure why they want to do this; If they're getting the results for the whole list but just want to simplify the report that's one thing, but I think EPA should keep open the option of going back and looking at all of the results if it appropriate to do so. Kyle Lawrence of CTEH is checking with the lab to make sure that they will still have the data even it's not reported to CTEH. I think that it might be good to have the whole lab report, even if the table of results presented for reporting to EPA is simplified to only show the detects.
- Kris Roberts and Will Harlon from USACE toured the relief channel yesterday and this morning Kris reported that they are in agreement that the impacted vegetation in the channel between Broadway and the RR tracks should be removed to get rid of the adhered/absorbed source material and to facilitate better circulation and mixing of the water for aeration and treatment. Thoughts on this? I don't think there's any downside to this and it will probably make aeration and treatment of the water a little easier.
- We are expecting rain tomorrow and Kris asked that Garner install a more effective plug in the culvert on the north side of the Broadway bridge. Right now there is soil, he

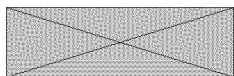
requested a supersack plug around the 5' diameter culvert. Garner pointed out if there's a significant rain, there's a chance that the section of channel north of Broadway could flood some of the commercial properties to the west; this is being evaluated with the City and USACE personnel.

I've also attached two separate spreadsheets of the Dissolved O2 data from the north and south sections of the channel. To look at the trend, we averaged all of the DO measurements for each day for each of the two impacted areas of the channel. Generally this is 8-16 points/day. We then plotted the average DO for each section, by date.

Thanks,

Dave

Dave Robinson



WESTON Solutions, Inc.

1435 Garrison Street, #100

Lakewood, CO 80215

303-729-6181 (office)

937-572-3630 (cell)

www.westonsolutions.com

"Think you can, think you can't, either way you're right" Henry Ford

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